

Federal Aviation Administration, DOT

§ 25.999

FUEL SYSTEM COMPONENTS

§ 25.991 Fuel pumps.

(a) *Main pumps.* Each fuel pump required for proper engine operation, or required to meet the fuel system requirements of this subpart (other than those in paragraph (b) of this section, is a main pump. For each main pump, provision must be made to allow the bypass of each positive displacement fuel pump other than a fuel injection pump (a pump that supplies the proper flow and pressure for fuel injection when the injection is not accomplished in a carburetor) approved as part of the engine.

(b) *Emergency pumps.* There must be emergency pumps or another main pump to feed each engine immediately after failure of any main pump (other than a fuel injection pump approved as part of the engine).

§ 25.993 Fuel system lines and fittings.

(a) Each fuel line must be installed and supported to prevent excessive vibration and to withstand loads due to fuel pressure and accelerated flight conditions.

(b) Each fuel line connected to components of the airplane between which relative motion could exist must have provisions for flexibility.

(c) Each flexible connection in fuel lines that may be under pressure and subjected to axial loading must use flexible hose assemblies.

(d) Flexible hose must be approved or must be shown to be suitable for the particular application.

(e) No flexible hose that might be adversely affected by exposure to high temperatures may be used where excessive temperatures will exist during operation or after engine shut-down.

(f) Each fuel line within the fuselage must be designed and installed to allow a reasonable degree of deformation and stretching without leakage.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-15, 32 FR 13266, Sept. 20, 1967]

§ 25.994 Fuel system components.

Fuel system components in an engine nacelle or in the fuselage must be protected from damage which could result in spillage of enough fuel to constitute

a fire hazard as a result of a wheels-up landing on a paved runway.

[Amdt. 25-57, 49 FR 6848, Feb. 23, 1984]

§ 25.995 Fuel valves.

In addition to the requirements of § 25.1189 for shutoff means, each fuel valve must—

(a) [Reserved]

(b) Be supported so that no loads resulting from their operation or from accelerated flight conditions are transmitted to the lines attached to the valve.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-40, 42 FR 15043, Mar. 17, 1977]

§ 25.997 Fuel strainer or filter.

There must be a fuel strainer or filter between the fuel tank outlet and the inlet of either the fuel metering device or an engine driven positive displacement pump, whichever is nearer the fuel tank outlet. This fuel strainer or filter must—

(a) Be accessible for draining and cleaning and must incorporate a screen or element which is easily removable;

(b) Have a sediment trap and drain except that it need not have a drain if the strainer or filter is easily removable for drain purposes;

(c) Be mounted so that its weight is not supported by the connecting lines or by the inlet or outlet connections of the strainer or filter itself, unless adequate strength margins under all loading conditions are provided in the lines and connections; and

(d) Have the capacity (with respect to operating limitations established for the engine) to ensure that engine fuel system functioning is not impaired, with the fuel contaminated to a degree (with respect to particle size and density) that is greater than that established for the engine in Part 33 of this chapter.

[Amdt. No. 25-36, 39 FR 35460, Oct. 1, 1974, as amended by Amdt. 25-57, 49 FR 6848, Feb. 23, 1984]

§ 25.999 Fuel system drains.

(a) Drainage of the fuel system must be accomplished by the use of fuel strainer and fuel tank sump drains.